3. ADOPTION OF MINUTES

Moved By Mayor, J. Crompton

Seconded By Member at Large, D. Girard

That the Housing and Strategy Committee adopt the Meeting minutes of October 15, 2024.

CARRIED

4. HOUSING UPDATES (20 mins)

M. Laidlaw provided the committee with updates and status of housing initiatives that RMOW staff have been working on since the committee's meeting of October 15, 2024.

5. WHISTLER CREEK WEST ENGAGEMENT RESULTS (45 mins)

RMOW Planning staff L. Tremblay- Renaud, M. Mucignat, and E. Clemens joined the meeting to present the Whistler Creek West Neighborhood Plan and the results from the first phase of public engagement.

Staff requested input on the project's core values and big ideas, how to increase housing density whilst maintaining the character and identity of the area, and on the proposed neighborhood planning process.

The committee members asked questions of staff and provided the following comments:

-Concern about the water table in the area if underground parking is considered.

-Consider the connectivity between Lake Placid Road and the existing retail at Creekside Village via an overpass or underpass at Highway 99 as a potential amenity that the increased density will help pay for. Density should not be added without solving the intersection

-The Neighbourhood Plan should consider that the Co- Op gas station lot would make for a good-sized lot for retail, or dense residential, to connect to the other side of Highway 99.

-Real opportunities are missing north of Lake Placid Road (towards Drew Drive) as there is more street access for parking. Chamonix Crescent and Karen Crescent are more constrained.

-40% of a buildings' carbon, or embodied carbon, is in the underground parking. Consider having the parking above grade.

-South of Lake Placid Road could offer more density than the RMOW team shared in their presentation and more transition could occur.

-Add economic viability as a core value to the project to force conversation with community. Demonstrate to the community what density is required to pay for amenities; there may have to be compromises. Economic viability/ economic deliverability with added density (with overpass) leads to enabling the density. Density can serve the neighborhood.

-Parking is expensive to build. Consider reducing or eliminating parking with better service of the #10 Valley Express and consider centralized parking facilities- for example, there is a large parkade that sits empty after hours across Highway 99.

-Understand the cost difference between overpasses/ underpasses. It depends on water/ table (structural considerations). From a user perspective, it was acknowledged that the Nordic overpass works well because it does not separate the user from the grade.

-It is suggested that an intersection upgrade, and an overpass/underpass, could be the amenity package improving the connection to Creekside Village. The economic viability of the Creekside Village commercial is tied to the future Whistler Creek West density, and a more viable retail community in Creekside Village would also make it a more viable area for tourists.

-Employee housing should be part of the amenity package.

Action: Committee Member at Large B. Jarvis to share financial analysis on Tennis Club with RMOW Planning Team.

Action: The RMOW Planning Department would like to come back with scenarios showing current duplexes lots as full build outs (SMMUH) to get a better understanding of the transition in the neighborhood.

6. MANIFESTOS (45 mins)

The Mayor reiterates that the intention of the committee is to connect the committee's insights to the ongoing work that RMOW staff is doing, and the reports that are brought to Council. In the past, committees have not always been connected to Council's ongoing priorities. The reason there is a HASC is because housing is really important to the RMOW, and it is going to consume a lot of the organization's capacity.

Part of the 2025 OCP update is what is the bed unit cap in the context of the new provincial legislation. Infrastructure Services still uses the bed cap as a tool to extrapolate servicing requirements. Committee member provided the following comments:

- Any new development should be driven by providing homes for people that live and work here. Any additional market should be to pay for employee housing.

-The community needs to understand the cost of delivery and non-market housing.

- The RMOW needs cleaner data on how we are arriving at how many employee housing units are needed for the community and is working on this with the Balance Model, but there are some gaps.

-The RMOW needs to understand how our existing employee housing is being used.

-The application of Smart Growth principles to Whistler is possibly inappropriate. The model is designed for the lower mainland (Surrey, Richmond) to calm the suburban spread. Whistler is confined by mountains.

-The RMOW is trying to improve the movement of people within the WHA housing system. What happens when people retire? People get stuck in their WHA units. While

there are challenges, and stories of abuse in the WHA system, it is limited and there are more important challenges that need to be addressed, including, the 'life cycle' of people in the WHA system.

-There should be more transparency with the community with how WHA units are being used.

- There is now a WHA Communications Outreach person to improve WHA's communication.

Councilor, J. Morden left the Meeting at 4:50 p.m.

7. NEXT MEETING (5 mins)

Committee will schedule the next meeting for beginning of March 2025.

8. TERMINATION

Moved By David Brownlie

Seconded By Member at Large, David Williamson

That the Housing and Strategy Committee terminate the Regular Committee Meeting of January 20, 2025, at 5:00 p.m.

Chair, J. Murl

Adina Bois

Recording Secretary, A. Bois